Planning Appeal Mornings Mill Farm, Lower Willingdon for up to 700 house and other projects

APP/C1435/W/22/3297419

- Appeal Hearing Date – 6th September 2022
- Venue – Hellingly Community Hub
- Planning Inspector –
- Morning Mills Document Library

Presented and prepared by Mike Gadd
Editor
www.wealdengreenspages.uk

Presentation Index

1. Planning

- Application Details for the site

2. Housing need

- A – High Level Numbers
  - 1 – Population
  - 2 – Migration
- B – Dwellings to Households

3. Highways

- A - Emissions
- B - Highway Improvement Schemes
- C - Traffic Statistics
- D - The Covid effect
- E – Car Club
- F – Car Sharing
- G – Bus Service

4. Final Thoughts

- **A – Flood Zone**
- **B – Sewage Works**
- **C - Going Green**
- **Questions**
  - **Base Question**
  - **5 Year Land Supply**
  - **Southern Water**
  - **East Sussex Highways**

Planning Applications for the Site

- WD/2021/0174/MEA

- Proposal OUTLINE APPLICATION WITH ALL MATTERS RESERVED EXCEPT FOR THE MEANS OF ACCESS FROM EASTBOURNE ROAD FOR THE COMPREHENSIVE DEVELOPMENT OF A MIXED-USE URBAN EXTENSION COMPRISING UP TO 700 DWELLINGS INCLUDING AFFORDABLE HOUSING, 8,600 SQ.M. OF EMPLOYMENT FLOORSPACE, MEDICAL CENTRE, SCHOOL, COMMUNITY CENTRE, RETAIL, PLAYING FIELDS, CHILDREN'S PLAY SPACE, ALLOTMENTS, AMENITY OPEN SPACE, INTERNAL ACCESS ROADS, CYCLE AND FOOTPATH ROUTES, AND ASSOCIATED LANDSCAPING AND INFRASTRUCTURE.

Base Question to set context - to Inspector

- Will the appellant be constructing the 700 dwellings or selling site with outline permission?
- If selling the site on, how will the two sums of money mentioned (£1,383,000 and £50,000) in statement of case, be guaranteed?
- Will it be the appellant or down to the site purchaser?
- If monies to be paid by site purchaser will a viability report be conditioned prior to approval of outline permission, to ensure that further down the line condition payments are not questioned due to not being viable.
- In the site notice the application was described as an Urban Extension when clearly it is coalescence application (the joining or merging of elements to form one mass or whole)

Strengths	Weakness
Provision of land for school	Appeal dependant on ESSC and Southern Water infrastructure enhancements
Provision of land for medical centre	5 year land supply dependant on infrastructure delivery
Lack of 5 year land supply	Lack of Green Energy Provision associated with 2050 zero net carbon target
	No guaranteed funding for Medical Centre
	No Guaranteed for Schools
	Local Residence and Parish Council Objections
	Loss of Green space in and area already lacking (Source WDC)

Opportunity	Threats
Appeals Succeeds land value increase for appellant	Infrastructure funding not forthcoming
Appeal Succeeds WDC gain CIL and Council Tax	No guarantee that it will build out within 5 years
Appeal Succeeds ESCC gain money for road improvements	Inflation
Appeal Succeeds 5 year land supply improves if built within 5 years	Market over supply with economy down turn
	Withdraw of Covid Bus Subsidies in October 2022
	The loss of farmland adding to the decline in home grown food Page 86

Housing Need

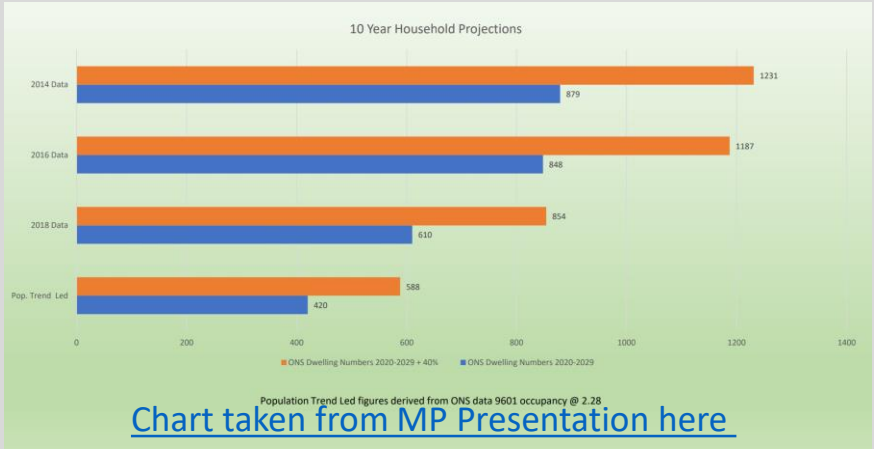


Chart taken from MP Presentation here

- A - High Level Numbers
  - Current housing 1212 reduced from 1231 (Jan 2020 when Central Government issued revised numbers following the withdrawal of algorithm), numbers include a 40% uplift for affordability. **Note numbers are based on 2014 data.**
  - 3-year completion average 682 – 56% of 3-year housing target (1221 average)
  - Observation – housing need number without affordability factor – 866
  - Migration - It is my understanding is that Wealden inward Migrations is 70% neighbouring districts, 28% the wider UK and 2% international. (Source Failed Local Plan)
  - Population – East Sussex In Figures show natural population has declined by over 4000 in the last 10 years and the actual population growth is down to dwelling led and the projection of both East Sussex and ONS are over exaggerated compared to 2021 Census data.
  - Note Population Predictions and Actual for East Susses –
    - 2021 Census – 545800
    - ONS Prediction (2021) from 2018 – 563370
    - East Sussex from above report (2020) - 558900

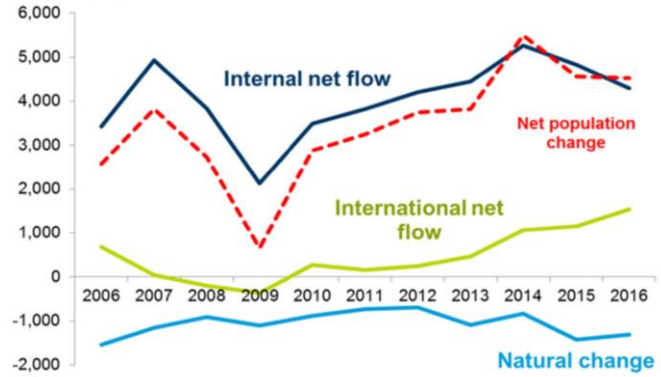
Quarter	All Completions	Private Enterprise	Housing Association	Local Authority
2022 Q1	150	110	40	0
2021 Q4	240	180	60	0
2021 Q3	160	130	30	0
2021 Q2	178	140	38	0
		74.2%	25.8%	0%

Quarter	All Completions	Private Enterprise	Housing Association	Local Authority
2021 Q1	166	141	25	0
2020 Q4	152	131	21	0
2020 Q3	258	172	86	0
2020 Q2	75	68	7	0
		79.4%	20.6%	0%

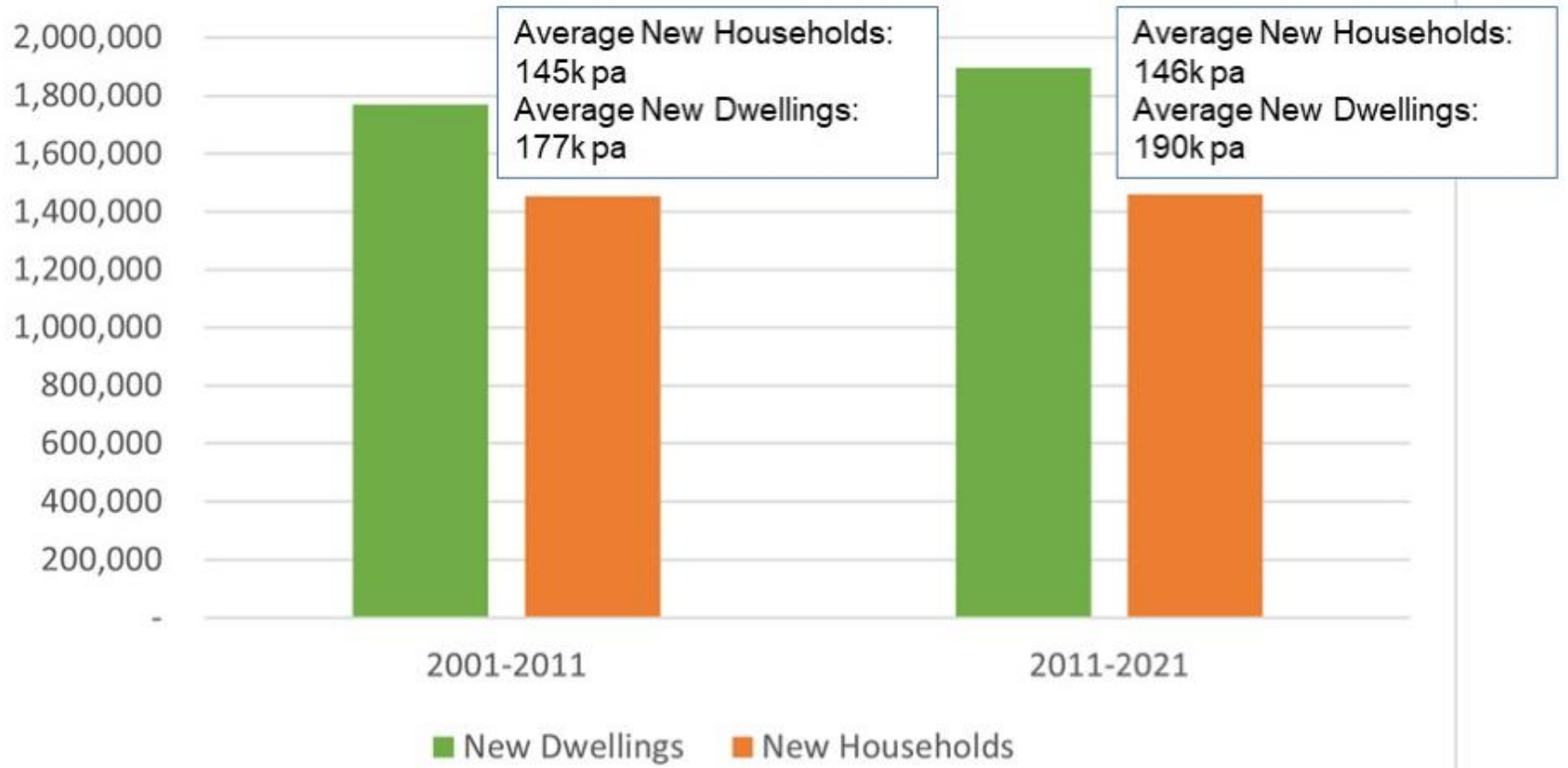
Quarter	All Completions	Private Enterprise	Housing Association	Local Authority
2020 Q1	175	148	27	0
2019 Q4	248	181	67	0
2019 Q3	227	177	50	0
2019 Q2	157	135	22	0
		78.6%	21.4%	0%

Source of Completion Data

Components of population change in East Sussex, 2006-2016



England
New Dwellings vs New Households (Census)
2001-2011 and 2011-2021



Click

5 Year Land Supply Limiting Factors

Question 5 Year Land Supply

The Appellant mentions in (WD-2021-0174-MEA_Appeal Statements of Case Statement of Case 21apr22) 5-year land supply on Page 4 section 1.2.5 (twice), Page 20 section 6.2.1, Page 21 section 6.2.1, Page 24 section 6.4.4, Page 29 section 6.7.5.

1, East Sussex Council are saying in (WD-2021-0174-MEA_Appeal Statement of Common Ground ESCC Signed SoCG redacted.pdf) Page 1 Para. 7 only 150 homes can be occupied once certain road improvements are completed. (Clearly a constraining factor)

2. Southern Water are clearly reluctant to communicate treatment works capacity, I requested via their website for an update to the document on chart included in Wealden District Core Strategies (Appendix 1) dated 2010, I received a phone call on a Saturday asking why and my reasons were explained, but no further reply has been received, WDC have requested similar information in a now adopted motion and again because of no reply have deferred several application until the information has been received, a meeting with southern water has been arranged for September 2022 and I believe MP's are also requesting a meeting. (if it were to show good news Southern Water would be shouting it from the roof tops) – Again a constraining factor.

3. *WDC are clearly restricted by land available, food production has been declining 20% over the past 20 years. (An alarming factor)*

4. Builder/developers are choosing to build the numbers they feel they can sell at the margins they desire rather than the numbers of permissions and targets set each year , which clearly make the 40% affordable factor given to WDC unworkable. (A profit driven factor)

So, with all the evidence WDC 5-year land supply is clearly constrained by factors beyond its control and should be ignored in this appeal.

Selected environmental designations in 2009

	Total area in hectares	South Downs National Park (ha)	High Weald AONB (ha)	Sites of Special Scientific Interest (ha)	Local Nature Reserves (ha)
Eastbourne	4,532	1,905	0	260	0
Hastings	3,016	0	543	566	487
Lewes	29,348	16,372	2	2,437	337
Rother	51,539	0	42,810	1,487	326
Wealden	83,503	6,088	44,626	8,187	263
East Sussex	**171,937**	**24,365**	**87,981**	**13,125**	**1,413**
South East	1,938,700	na	na	136,545	9,858
England	13,232,372	na	na	1,077,088	35,403

Definition: **Areas Outstanding Natural Beauty (AONB)** are areas of high scenic quality that have statutory protection in order to conserve and enhance the natural beauty of their landscapes; **Sites of Special Scientific Interest (SSSI)** include wildlife and geographical sites; **Local Nature Reserves (LNR)** are for wildlife, geology, education and public enjoyment. Some land is covered by more than one designation.

- Emission Data for Wealden
  - Check Points

East Sussex Healthcare NHS Trust

Pollutant: Carbon Dioxide as Carbon
Site: Eastbourne District General Hospital
Emission: 2206.350079 Tonnes
Sector: Public administration

Veolia ES South Downs Limited

Pollutant: Carbon Dioxide as Carbon
Site: Newhaven EfW Plant
Emission: 27458.74402 Tonnes
Sector: Waste collection, treatment & disposal

Data Source for above and Maps

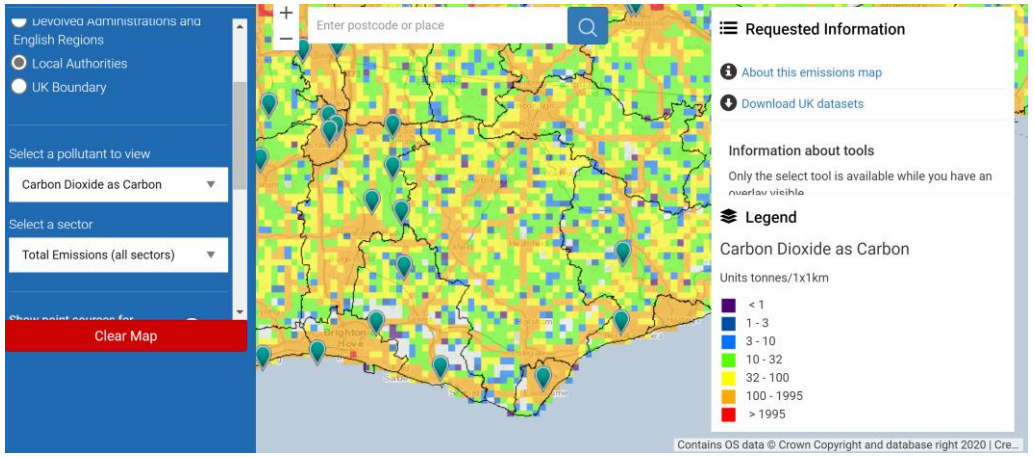
Compared to the year ending September 2020, in the year ending September 2021:

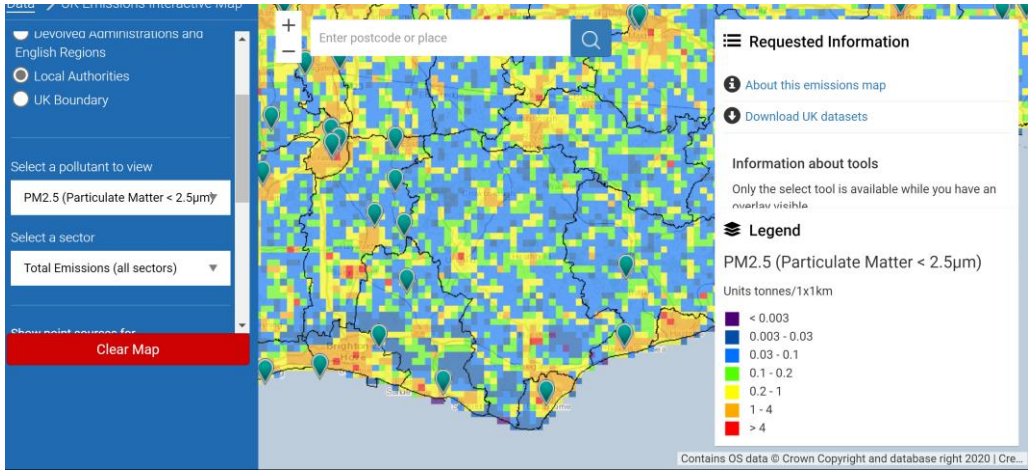
- car traffic decreased by 1.7% to 222.3 billion vehicle miles
- van and lorry traffic increased by 7.3% and 8.9%, respectively
- motorway traffic decreased by 1.4%
- 'A' road traffic increased by 0.6%
- minor road traffic increased by 1.1%

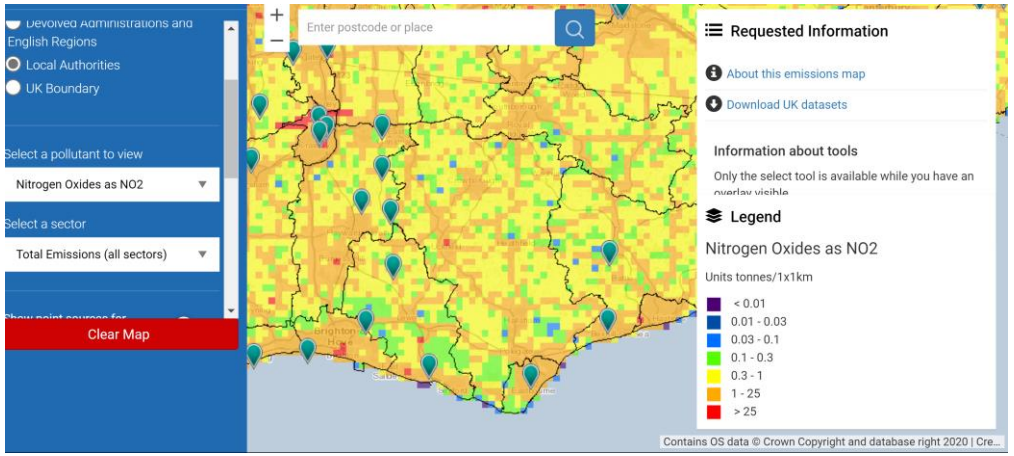
Data Source

LA Code	E10000011	Million vehicle kilometres
Local Authority	East Sussex	
1993	3,633	
1994	3,703	
1995	3,750	
1996	3,846	
1997	3,936	
1998	4,008	
1999	4,063	
2000	4,013	
2001	4,084	
2002	4,139	
2003	4,240	
2004	4,284	
2005	4,272	
2006	4,288	
2007	4,331	
2008	4,274	
2009	4,208	
2010	4,158	
2011	4,170	
2012	4,169	
2013	4,193	
2014	4,355	
2015	4,452	
2016	4,581	
2017	4,611	
2018	4,599	
2019	4,678	
2020	3,753	

Data Source

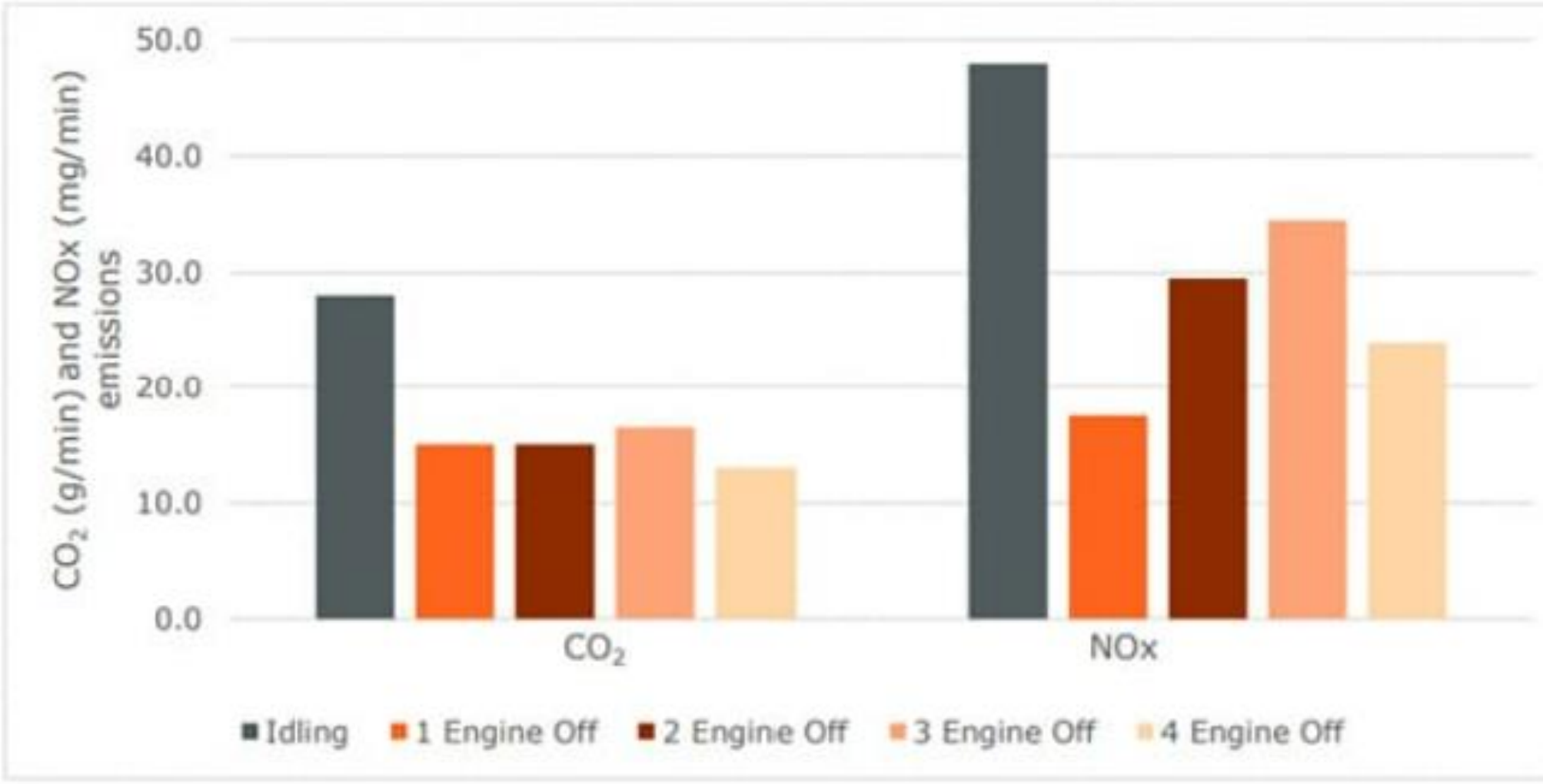


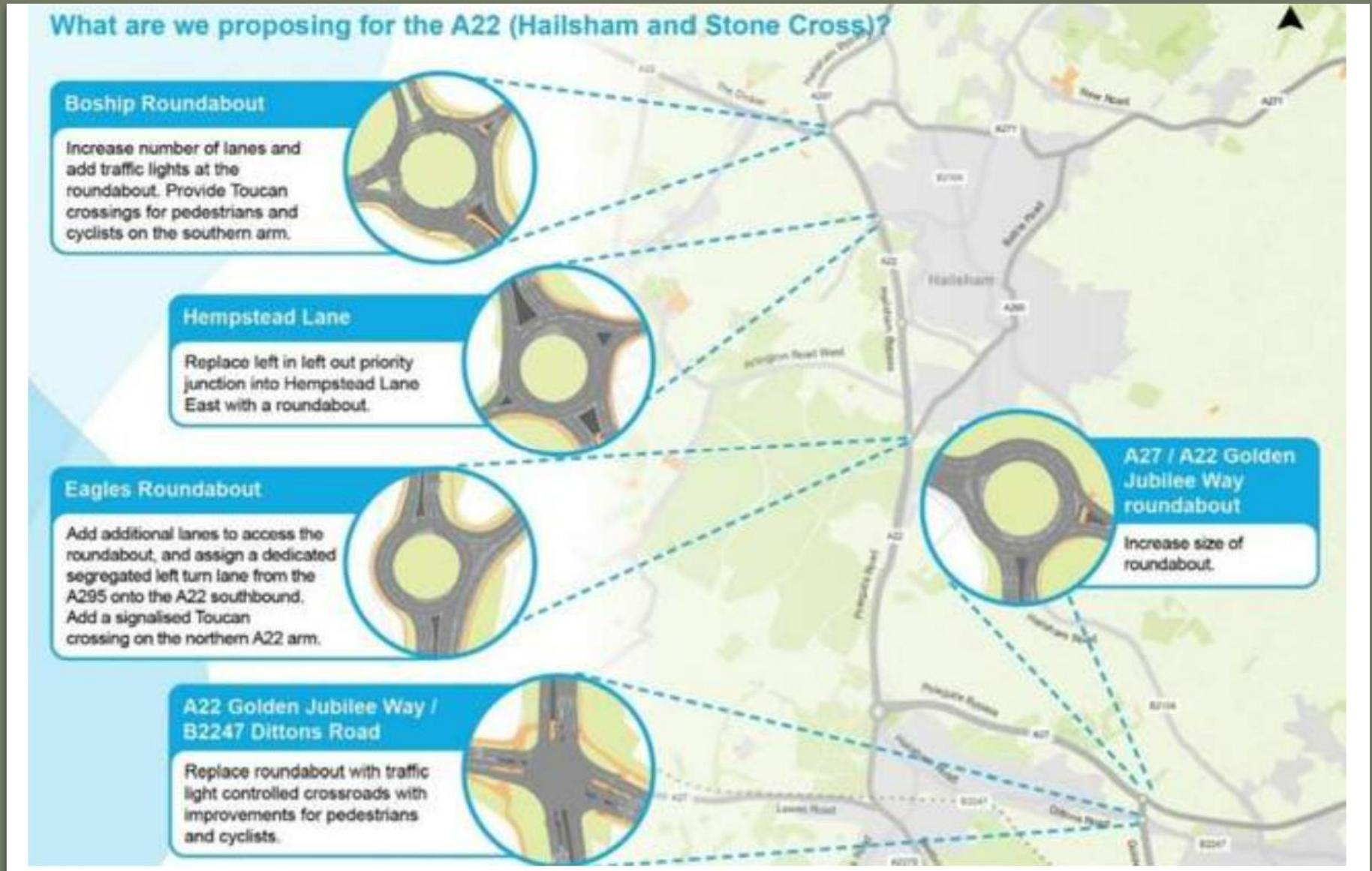




Emissions Idling

Figure 3 CO_2 and NOx emissions during various stops and following initial accelerations.





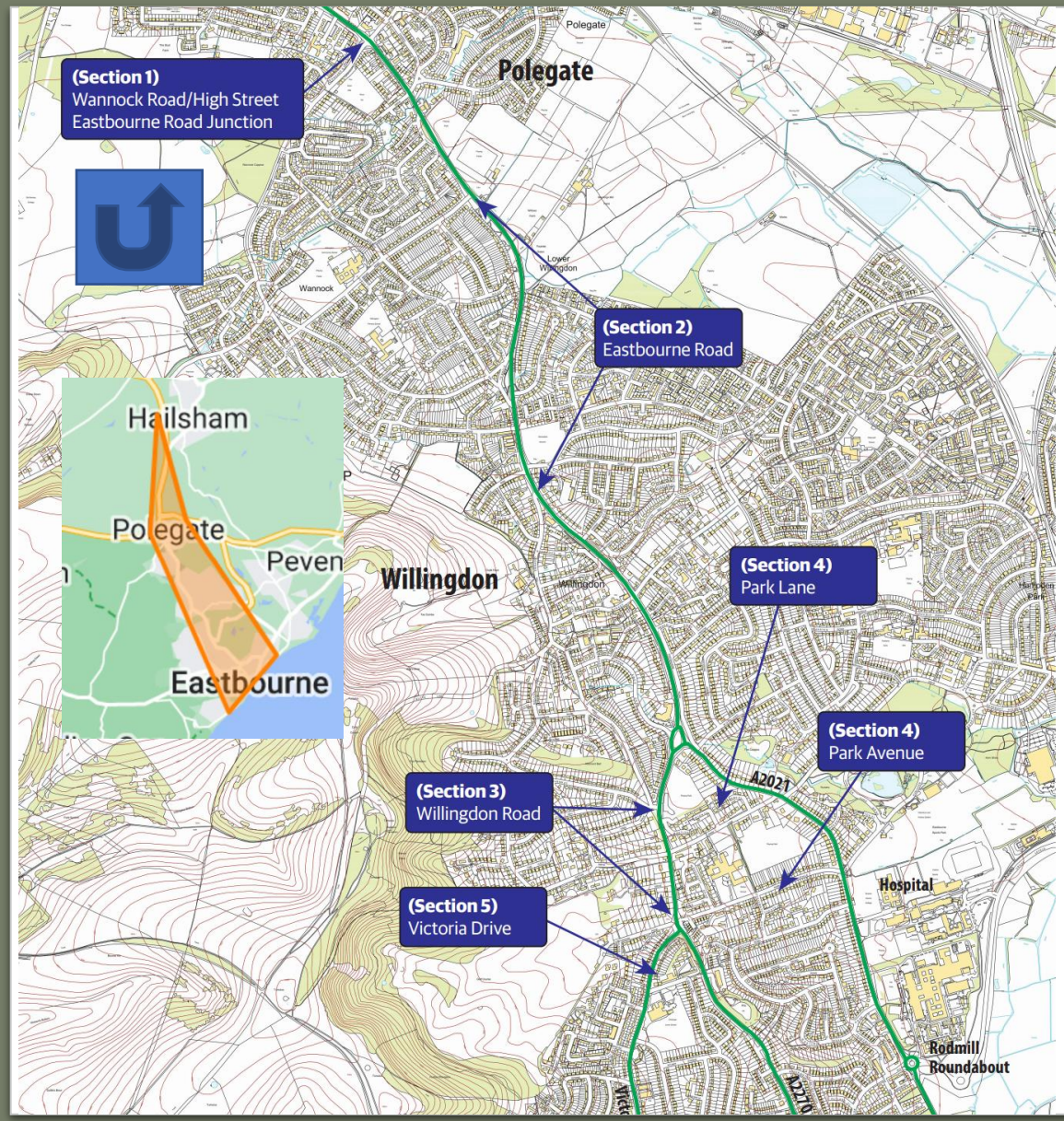
Proposed changes to the four junctions between Hailsham and Stone Cross

[East Sussex Transport Schemes]

In all, the works are expected to cost somewhere in the region of £34.4m. The council hopes to secure around £29.2m of this from the government, with a further £5.2m expected to come from development contributions and Community Infrastructure Levy (CIL) monies secured by Wealden District Council.

[Newsroom East Sussex]

East Sussex Transport Schemes



- Wannock Road and Polegate High Street junction capacity improvements
- Eastbourne Road (A2270)
- Bus lanes on the A2270. Southbound from just north of Thurrock Close to Huggett's Lane. Northbound from Thurrock Close to Broad Road and northbound from Coopers Hill to Huggett's Lane
- Consider the off-road footway and cycleway on the eastern side of the road between Broad Road and Huggett's Lane
- Upgrade traffic signals at Huggett's Lane. This would accommodate a bus gate, a toucan crossing and provision of cycle advanced stop lines
- Introduction of a new 30mph speed limit along Eastbourne Road. Between Cooper's Hill and A27 junction in Polegate
- Victoria Drive – northbound bus lane from Newick Road to the Victoria Drive and Willingdon Road junction. Retention of the 30mph speed limit. Introduction of parking restrictions in Victoria Drive on south side. Between Farlaine Road and the Willingdon Road junction (Option 2)
- Bus stop improvements along the length of the Phase 1 corridor

Project Costs

The overall project costs for Phase 1 - Willingdon Package is £2.314m

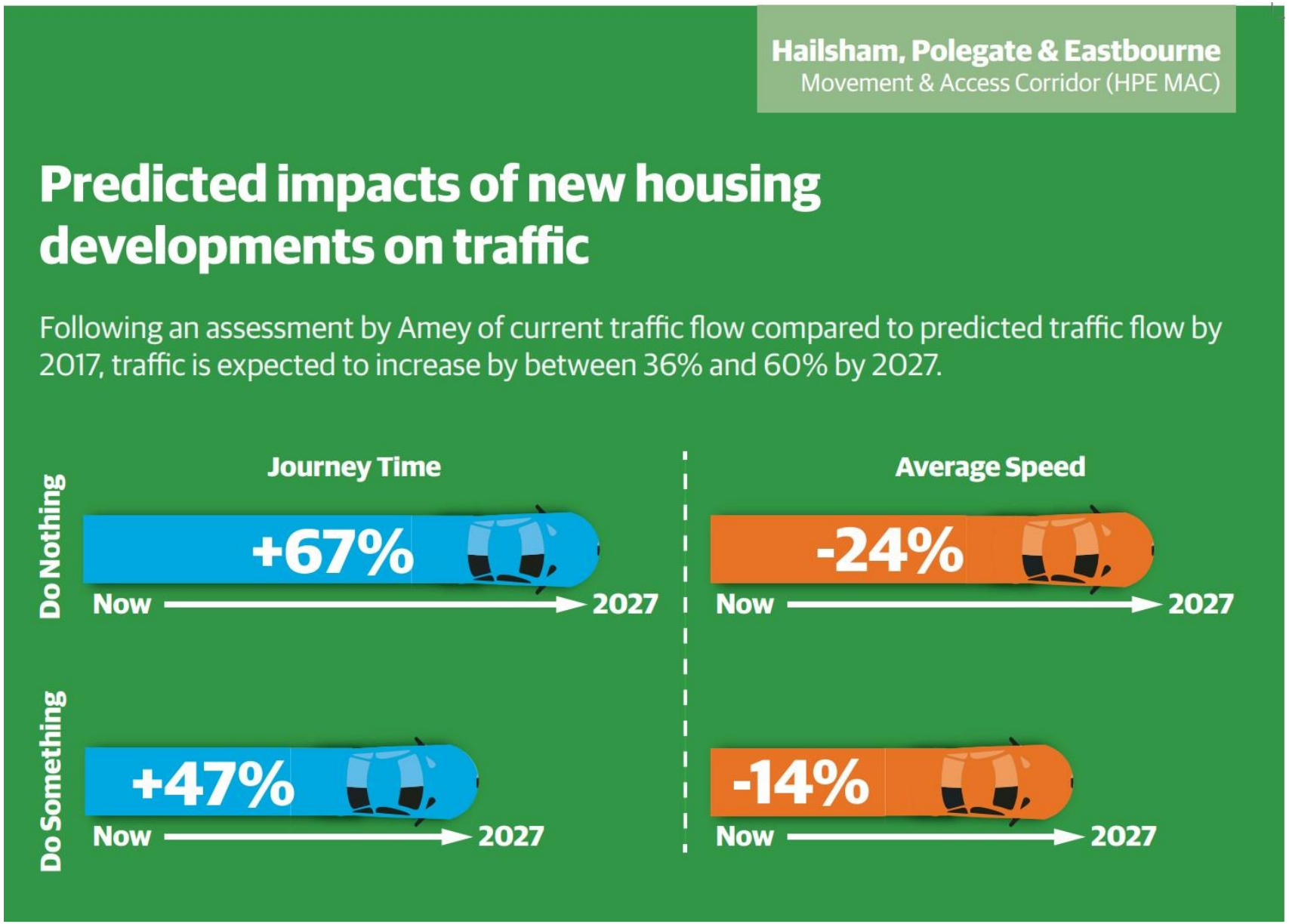
The out-turn for each element of the scheme within the package is set out below these figures include a 15% contingency.

Table 2 –H/P/E Movement & Access Corridor– Scheme Costs

Section	Measures	Out turn cost estimate
1	Wannock Road/Eastbourne Road/High Street junction – Junction capacity & bus priority improvements	675,967.70
2	Huggett's Lane – Bus priority & cycle route	1,241,948.25
3	Willingdon Road – Cycle route & improvements to pedestrian infrastructure	295,459.15
4	Victoria Drive – Bus Lane	17,813.50
5	Willingdon Corridor Length - Bus Infrastructure Improvements	83,145.00
	TOTAL	**2,314,333.60**

£2.1m of Local Growth Funding

Predicted impacts of new housing developments on traffic.

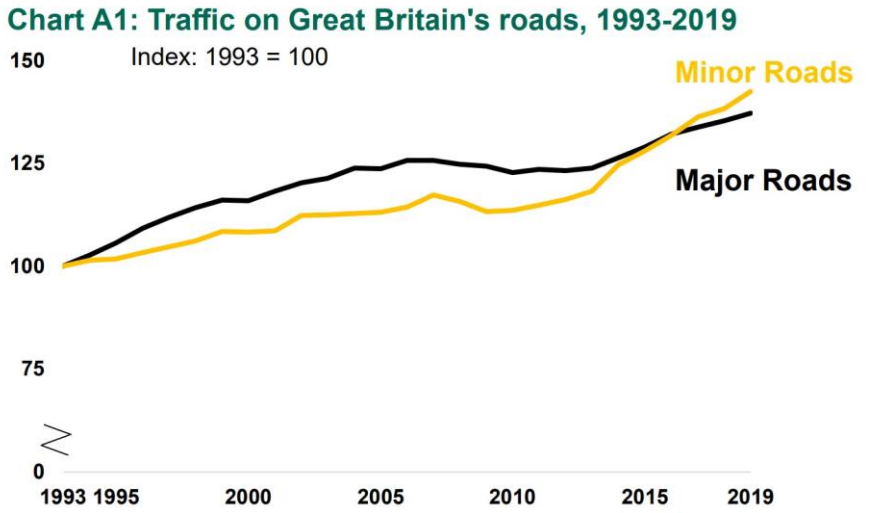


[The above was taken from this ESCC Consultation Source]

Traffic Facts

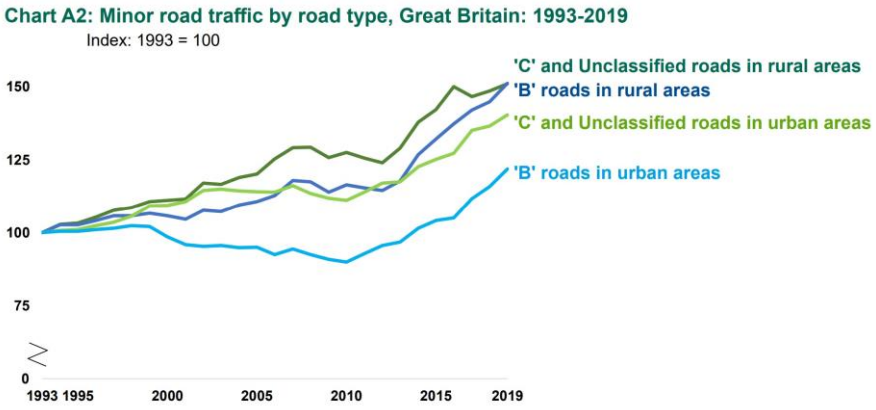
- Traffic Levels increase approximately twice the rate of population growth.
- During the period 1991 – 2021 population rose by 19%.
- Traffic during the period 1993 – 2019 rose by an average of 39.5% over major and minor roads.
- During the same period 1993 – 2019 the biggest increase occurred in traffic on, 'C' and Unclassified roads in rural areas and 'B' roads in rural areas.

[Census 2021 first phase releases Population Statistics Source]

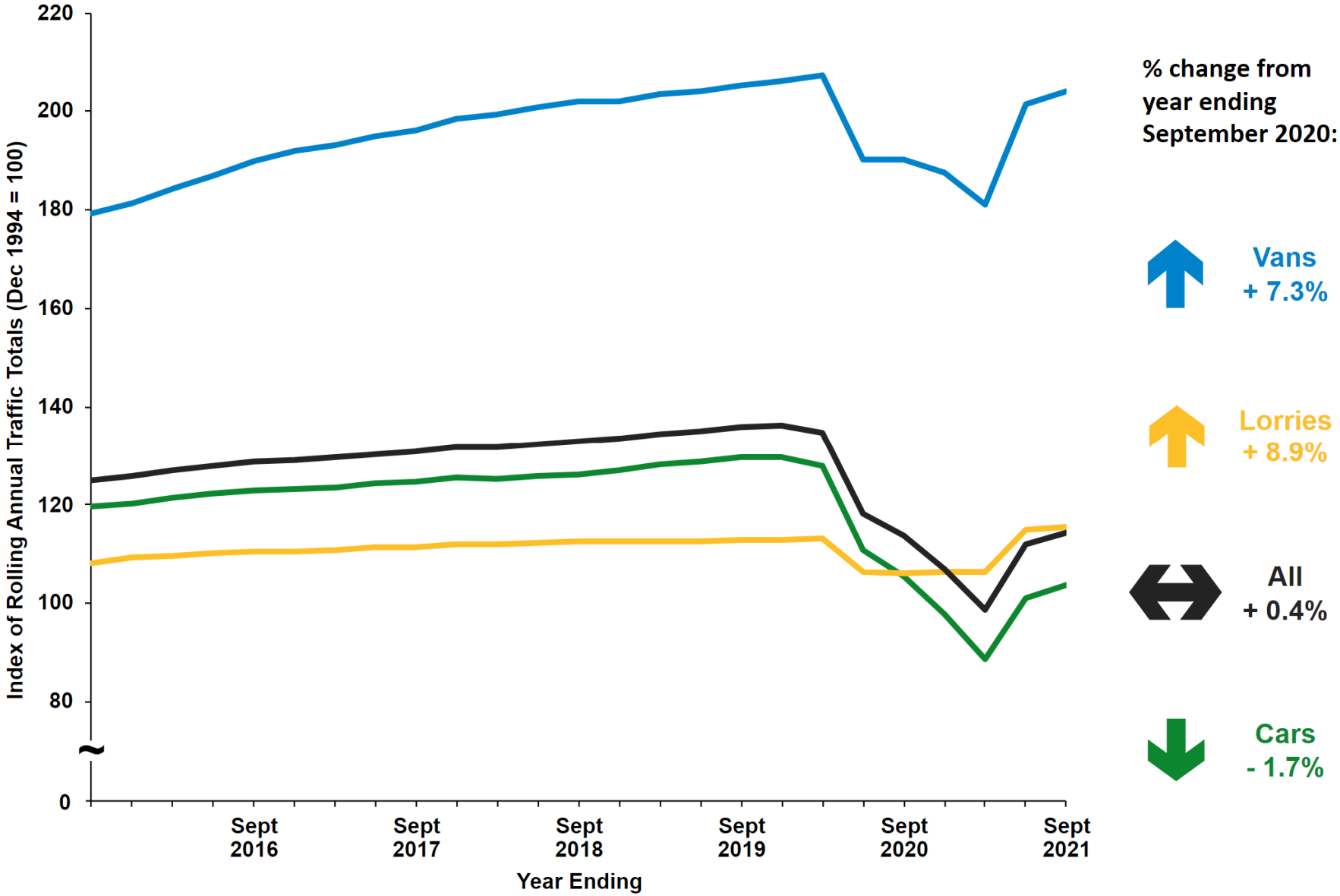


[Traffic Information Source]

[Road congestion and travel time statistics information 2022]



The Covid Effect



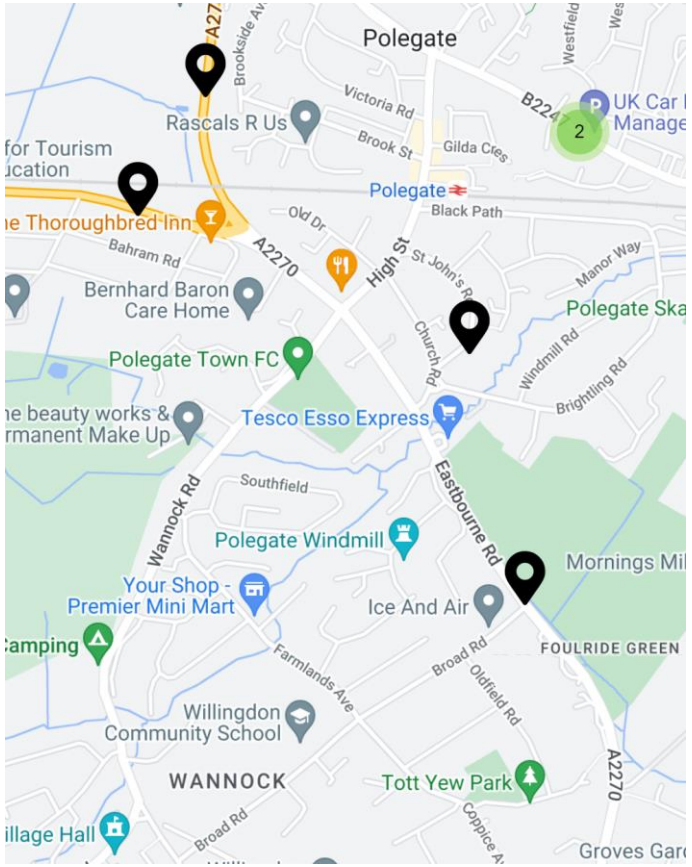
Traffic

- Traffic Monitoring Mornings Mill (Area)

Annual Average daily flow								
Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2020	Manual count	125	111	13743	71	2864	260	17048
2019	Estimated using previous year's AADF on this link	122	188	19297	99	3294	314	23192
2018	Estimated using previous year's AADF on this link	112	201	19058	98	3323	315	22994
2017	Estimated using previous year's AADF on this link	101	203	19270	108	3262	313	23156
2016	Manual count	105	201	19413	115	3098	312	23139
2015	Estimated using previous year's AADF on this link	62	196	18710	98	3872	341	23218
2014	Estimated using previous year's AADF on this link	67	193	19060	99	3681	343	23376
2013	Estimated using previous year's AADF on this link	69	181	19259	93	3233	318	23085
2012	Manual count	70	181	19369	99	3197	317	23163
2011	Estimated using previous year's AADF on this link	120	216	19482	128	3287	303	23416
2010	Estimated using previous year's AADF on this link	108	204	19580	128	3189	304	23405
2009	Estimated using previous year's AADF on this link	108	221	20000	122	3173	313	23829
2008	Manual count	108	234	20325	124	2929	321	23933
2007	Manual count	93	224	21009	148	2969	449	24799
2006	Manual count	77	186	20942	182	2699	354	24363
2005	Manual count	68	205	21198	158	2634	421	24616
2004	Manual count	111	167	21489	169	2477	412	24714
2003	Manual count	67	187	20562	160	2371	430	23710
2002	Manual count	104	206	19755	217	2508	524	23210
2001	Manual count	81	275	24795	350	3394	852	29666
2000	Manual count	107	118	22186	195	2851	718	26068

The average over a 24 hour period delay on the A2270 northbound within the A27 junction is 195sec (Average delay is presented across all 24 hours of the day and on a per vehicle per mile basis.)
Average speed of the A2270 is 20.9 mph
Average delay on the A2270 54.8sec per vehicle mile. Source

Full Data Set – Department of Transport "*Official Statistics*
Road congestion and travel time statistics table index" can be found here



Map is linked to Mornings Mill Count Point (A2270)

East Sussex Traffic Count Points

Latest Traffic Delay A2270

Average delay on the Strategic Road Network in England:
Annual average and year on year change [1,2,3,4]

Region	Subnational Transport Body	Local Authority	*ONS area code*	*Road Number*	*Road Name*	2017	2018	2019	2020 [4]	Change in last year %
East of England	England's Economic Heartland	Hertfordshire	*E10000015 (26)*	*A27*	*A27 eastbound within the A2270 junction*	17.3	19.5	16.3	12.3	***-24.5%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A22 eastbound within the A2270 junction*	28.8	30.6	28.1	23.6	***-16.0%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A2270*	*A2270 northbound within the A27 junction*	8.9	9.2	9.1	6.4	***-29.7%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound between A2270 and A27 near Polegate (*	31.5	33.4	29.7	24.1	***-18.9%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound between A26 and A2270*	24.1	23.7	23.2	19.8	***-14.7%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound between A26 and A2270*	24.1	23.6	23.2	19.8	***-14.7%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound between A26 and A2270*	24.1	23.7	23.2	19.8	***-14.7%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound between A26 and A2270*	17.9	19.1	19.2	17.6	***-8.3%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound within the A2270 junction*	8.1	9.2	9.1	6.4	***-29.7%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound within the A2270 junction*	21.6	19.1	19.3	17.6	***-8.8%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound between A22 near Polegate (north) and A*	27.6	27.5	25.2	20.9	***-17.1%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound between A2270 and A26*	25.0	23.9	23.6	19.6	***-16.9%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound between A2270 and A26*	24.9	23.9	23.5	19.6	***-16.6%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound between A2270 and A26*	19.4	19.7	19.9	17.6	***-11.6%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound between A2270 and A26*	19.4	19.7	19.9	17.6	***-11.6%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound within the A2270 junction*	8.8	8.6	8.7	6.3	***-27.6%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound within the A2270 junction*	14.2	14.2	11.9	9.0	***-24.4%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound within the A2270 junction*	19.4	19.7	19.9	17.6	***-11.6%***

Source: Highways England National Traffic Information Service (NTIS)

Notes

1. This measure reflects the average speeds of cars on the Strategic Road Network across the full 24 hours of the day.
2. The measure weights speed observations from a sample of vehicles by associated traffic flows so that it is representative of traffic volumes on the roads in different locations and at different times of day.
3. Travel time observations used to calculate this measure are from cars only.
4. These data are affected by the coronavirus (COVID-19) pandemic. Take caution when interpreting these data and comparing them with previous time periods.

.. For links that have been deleted or added so they are not available on both years

Last updated: February 2021
Next update: February 2022
Telephone: 020 7944 3095
Email: congestion.stats@dft.gov.uk

Latest Traffic Delay A2270

Department for Transport statistics

Road Congestion Statistics

Table CGN0405d

Average delay at link level on the Strategic Road Network in England: annual average [Note 1, Note 2, Note 3]

Notes are used throughout this table, please see the notes tab to find the related notes text

						Average Delay (spvpm)
Region	Local Authority	Subnational Transport Body	***ONS area code***	***Road Numbe***	***Road Name***	**2021 [Note 5]**
South East	East Sussex	Transport for South East	E10000011 (21)	A2270	A2270 northbound within the A27 junction	196.5
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A22 eastbound within the A2270 junction	89.9
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound between A2270 and A27 near Polegate (north)	100.9
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound between A26 and A2270	40.9
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound between A26 and A2270	24.5
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound between A26 and A2270	20.9
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound between A26 and A2270	64.5
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound within the A2270 junction	64.8
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound within the A2270 junction	108.7
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound within the A2270 junction	215.2
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound within the B2123 junction	9.9
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound between A22 near Polegate (north) and A2270	122.3
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound between A2270 and A26	5.4
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound between A2270 and A26	11.3
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound between A2270 and A26	39.3
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound between A2270 and A26	27.1
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound within the A2270 junction	60.1
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound within the A2270 junction	13.7
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound within the A2270 junction	194.1

Department for Transport statistics

Road Congestion Statistics

Table CGN0401b

Average speed on the Strategic Road Network in England:
Annual average and year on year change [1,2,3,4]

Historic Traffic Delay A2270

Region	Subnational Transport Body	Local Authority	*ONS area code*	*Road Number*	*Road Name*	2017	2018	2019	2020 [4]	Change in last year %
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A22 eastbound within the A2270 junction*	37.0	36.2	37.7	39.7	***5.3%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A2270*	*A2270 northbound within the A27 junction*	59.0	58.7	58.8	61.6	***4.8%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A259*	*A259 eastbound between A268 and A2070*	...	41.3	41.7	43.2	***3.6%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A259*	*A259 eastbound between A268 and A2070*	41.5	41.5	41.7	43.2	***3.6%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound between A2270 and A27 near Polegate (north)*	36.8	36.1	37.7	39.9	***5.8%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound between A26 and A2270*	40.8	40.8	41.1	42.3	***2.9%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound between A26 and A2270*	40.8	40.9	41.1	42.3	***2.9%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound between A26 and A2270*	40.8	40.9	41.1	42.3	***2.9%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound between A26 and A2270*	40.8	40.9	41.2	42.3	***2.7%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound within the A2270 junction*	41.0	40.9	41.1	42.3	***2.9%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound within the A2270 junction*	48.5	46.8	50.0	54.3	***8.6%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound within the A2270 junction*	54.2	58.7	58.8	61.6	***4.8%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 eastbound within the B2123 junction*	54.3	56.7	57.1	60.5	***6.0%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound between A22 near Polegate (north) and A2270*	38.6	38.6	39.7	41.4	***4.3%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound between A2270 and A26*	40.3	40.7	40.9	42.4	***3.7%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound between A2270 and A26*	40.3	40.7	40.9	42.4	***3.7%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound between A2270 and A26*	40.4	40.7	41.0	42.4	***3.4%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound between A2270 and A26*	40.3	40.7	40.9	42.4	***3.7%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound within the A2270 junction*	52.9	54.4	54.9	58.9	***7.3%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound within the A2270 junction*	40.3	40.7	40.9	42.4	***3.7%***
South East	Transport for South East	East Sussex	*E10000011 (21)*	*A27*	*A27 westbound within the A2270 junction*	52.7	52.8	54.9	58.3	***6.2%***

Source: Highways England National Traffic Information Service (NTIS)

Notes

1. This measure reflects the average speeds of cars on the Strategic Road Network across the full 24 hours of the day.
day.
3. Travel time observations used to calculate this measure are from cars only.
4. These data are affected by the coronavirus (COVID-19) pandemic. Take caution when interpreting these data and comparing them with previous time periods.
-. For links that have been deleted or added so they are not available on both years

Last updated: February 2021
Next update: March 2022
Telephone: 020 7944 3095
Email: congestion.stats@dft.gov.uk

Department for Transport statistics

Road Congestion Statistics

Table CGN0404d

Average speed

at link level on

Historic Traffic Delay A2270

Notes are used throughout this table, please see the notes tab to find the related notes text

Average speed (mph)

Region	Local Authority	Subnational Transport Body	*ONS area code*	*Road Numbe*	*Road Name*	2021 [Note 3]
South East	East Sussex	Transport for South East	E10000011 (21)	A2270	A2270 northbound within the A27 junction	12.6
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A22 eastbound within the A2270 junction	20.0
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound between A2270 and A27 near Polegate (north)	20.8
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound between A26 and A2270	35.7
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound between A26 and A2270	42.6
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound between A26 and A2270	32.6
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound between A26 and A2270	28.9
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound within the A2270 junction	23.3
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound within the A2270 junction	18.1
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 eastbound within the A2270 junction	11.8
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound between A22 near Polegate (north) and A2270	18.5
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound between A2270 and A26	39.0
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound between A2270 and A26	36.1
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound between A2270 and A26	36.2
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound between A2270 and A26	41.3
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound within the A2270 junction	24.0
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound within the A2270 junction	35.1
South East	East Sussex	Transport for South East	E10000011 (21)	A27	A27 westbound within the A2270 junction	12.7

Average number of trips (trip rates) by main mode, region and Rural-Urban Classification: England, 2020

	Trips per person per year															
	Walk[6]	*Of which: walks of over a mile*	Bicycle	Car / van driver	Car / van passenger	Motorcycle	Other private transport[3]	Other local bus	Non-local bus	London Underground	Surface Rail	Taxi / minicab	Other public transport[4]	All modes	All modes (excluding walks of less than a mile)	Unweighted sample size (individuals)[5]
Region of residence:																
North East	279	82	15	361	203	-	1	36	-	-	3	11	11	921	723	270
North West	199	66	28	317	155	-	3	24	-	-	16	8	2	752	619	780
Yorkshire and The	223	78	13	314	154	1	10	22	-	-	4	7	-	749	604	544
East Midlands	266	89	11	368	146	-	8	14	1	-	4	7	1	825	648	489
West Midlands	213	72	19	311	129	-	9	28	-	-	6	5	-	720	579	637
East of England	241	90	20	296	117	3	7	11	-	1	6	3	-	708	556	812
London	258	103	33	142	77	2	5	-	-	28	26	9	1	619	464	821
South East	222	82	14	325	137	3	3	13	-	1	12	3	-	736	596	1,122
South West	262	121	20	336	156	4	12	9	-	-	3	2	-	804	663	764
England excluding	232	84	18	325	145	2	7	18	-	-	8	5	1	762	614	5,418
England	236	87	20	295	134	2	6	15	-	5	11	6	1	739	590	6,239
Rural-Urban Classification[2] of residence:																
Urban Conurbation	244	83	24	223	119	1	4	18	-	12	16	8	3	690	530	2,009
Urban City and Tow	241	92	19	330	146	2	6	14	-	-	8	5	-	772	623	2,756
Rural Town and Fri	253	99	16	354	144	3	14	13	-	-	3	2	-	801	647	701
Rural Village, Hamle	164	69	15	387	134	-	9	11	-	-	6	2	-	728	633	773
All areas	236	87	20	295	134	2	6	15	-	5	11	6	1	739	590	6,239

Average number of trips (trip rates) by main mode, region and Rural-Urban Classification: England, 2018/2019

	Trips per person per year															
	Walk[6]	*Of which: walks of over a mile*	Bicycle	Car / van driver	Car / van passenger	Motorcycle	Other private transport[3]	Other local bus	Non-local bus	London Underground	Surface Rail	Taxi / minicab	Other public transport[4]	All modes	All modes (excluding walks of less than a mile)	Unweighted sample size (individuals)[5]
Region of residence:																
North East	239	77	16	442	210	-	12	65	-	-	5	16	10	1,016	854	1,528
North West	251	68	12	410	215	2	7	48	-	-	13	17	4	979	795	3,733
Yorkshire and The	275	73	14	416	216	2	9	55	-	1	11	15	1	1,015	813	2,951
East Midlands	288	66	18	451	233	2	8	25	-	1	9	9	2	1,046	824	2,462
West Midlands	235	54	9	386	218	2	9	34	-	-	12	13	1	920	739	2,827
East of England	235	63	25	442	223	1	7	26	-	4	28	6	-	998	826	3,327
London	271	55	19	172	108	2	3	-	1	66	54	11	9	816	600	4,166
South East	243	61	18	443	232	3	7	32	-	1	26	6	1	1,014	832	4,755
South West	269	77	16	444	219	4	11	36	1	-	8	7	-	1,015	824	2,757
England excluding	253	66	16	428	222	2	8	38	-	1	16	11	2	998	811	24,340
England	256	64	17	387	204	2	7	32	-	11	22	11	3	969	778	28,506
Rural-Urban Classification[2] of residence:																
Urban Conurbation	254	59	14	296	168	2	5	33	-	27	32	15	7	894	700	10,596
Urban City and Tow	279	76	20	421	220	2	8	34	-	1	16	9	1	1,013	810	12,351
Rural Town and Fri	252	56	16	460	238	2	9	28	-	-	11	5	-	1,023	828	2,788
Rural Village, Hamle	158	41	11	554	250	2	16	21	-	1	11	5	-	1,030	913	2,771
All areas	256	64	17	387	204	2	7	32	-	11	22	11	3	969	778	28,506

Data Source National Travel Survey

Average number of trips (trip rates) per person per year by trip purpose: England, from 2002
Excluding Short Walks

Data Source National Travel Survey

	Trips per person per year (excluding short walks)																		
Purpose	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**
Commuting	155	157	157	151	150	153	148	138	140	139	136	138	140	134	135	134	133	131	86
Business	33	32	33	35	32	33	28	28	27	27	28	28	30	30	31	25	28	26	13
Education	46	51	48	45	44	45	47	46	44	44	46	47	45	46	43	45	45	45	30
Escort education	33	34	33	33	31	31	31	31	34	33	39	33	37	34	35	34	37	37	29
Shopping	176	170	169	167	177	156	164	158	161	154	157	153	145	150	145	147	145	143	114
Other escort	96	88	85	88	88	79	89	83	84	84	80	79	78	77	75	77	79	73	50
Personal business	90	85	83	90	85	81	85	84	82	76	80	77	78	76	72	76	75	71	49
Visiting friends at private home	106	103	101	106	102	96	97	94	88	89	89	84	81	78	79	76	72	71	58
Visiting friends elsewhere	39	37	36	39	40	41	40	39	39	37	37	38	39	40	41	40	41	40	20
Entertainment / public activity	44	41	45	47	45	44	40	40	41	42	46	45	47	47	49	48	53	51	21
Sport: participate	18	19	18	16	16	17	19	18	16	15	14	13	12	12	13	12	13	13	9
Holiday: base	9	10	9	10	9	10	10	11	10	11	9	9	8	11	8	11	11	12	7
Day trip	23	24	24	28	27	28	29	28	28	30	27	28	29	28	29	35	33	32	45
Other including just walk	17	16	18	19	19	18	18	18	17	18	17	19	18	19	20	23	23	24	58
All purposes	886	867	859	872	866	831	845	818	813	799	805	790	788	782	774	782	787	768	590
Unweighted sample size:																			
individuals	14,369	16,685	16,487	16,956	16,648	16,858	16,360	17,299	16,553	15,730	16,670	16,192	16,491	15,525	15,840	14,541	14,150	14,356	6,239
trips ('000s)	233	263	259	267	260	254	248	260	245	229	245	232	237	220	225	203	203	200	68

Commuter trips by employment status and main mode: England, 2019

	Trips per person per year														
	Walk[1]	Bicycle	Car / van driver	Car / van passenger	Motorcycle	Other private transport[2]	Bus in London	Other local bus	Non-local bus	London Underground	Surface Rail	Taxi / minicab	Other public transport[3]	All modes	Unweighted sample size: Individuals
Employment status:															
Full-time employment	33	14	177	21	3	1	12	13	0	19	26	3	3	323	4,362
Part-time employment	46	6	111	21	1	-	7	16	-	4	8	3	1	224	1,366
Self-employment	12	4	78	6	2	-	4	5	0	6	9	-	0	126	966
All employed people	32	11	150	19	2	1	10	13	-	14	20	2	2	277	6,694
Unweighted sample size:															
trips	3,746	1,217	19,278	2,257	301	120	1,098	1,496	2	1,393	2,439	278	245	33,870	

Commuter trips by employment status and main mode: England, 2020

	Trips per person per year														
	Walk[1]	Bicycle	Car / van driver	Car / van passenger	Motorcycle	Other private transport[2]	Bus in London	Other local bus	Non-local bus	London Underground	Surface Rail	Taxi / minicab	Other public transport[3]	All modes	Unweighted sample size: Individuals
Employment status:															
Full-time employment	14	10	133	12	3	1	4	7	0	6	10	2	1	203	1,835
Part-time employment	40	6	100	20	0	1	6	8	0	1	5	-	1	188	560
Self-employment	5	1	59	6	-	-	2	1	0	7	5	3	0	88	413
All employed people	17	8	117	13	2	1	4	6	0	5	8	2	1	184	2,808
Unweighted sample size:															
trips	1,111	418	6,864	699	90	44	192	323	0	225	492	85	42	10,585	

Data Source National Travel Survey

	Household type						
	Single adult	2 adults	3 or more adults	Single parent family	2 adults, 1 or more children	adults, 1 or more children	All households
Trips per person per year by main mode:							
Walk1	253	233	145	357	276	208	236
Bicycle	28	20	21	17	19	16	20
Car / van driver	323	341	333	223	244	247	295
Car / van passenger	39	115	115	158	200	131	134
Motorcycle	1	2	1	0	1	4	2
Other private transport2	9	6	0	6	6	13	6
Bus in London	17	7	6	7	3	4	7
Other local bus	27	13	20	17	10	15	15
Non-local bus	0	0	0	0	0	0	0
London Underground	9	6	4	1	4	1	5
Surface Rail	13	10	15	5	10	9	11
Taxi / minicab	8	5	8	4	6	4	6
Other public transport3	1	1	0	0	2	0	1
All modes	729	759	669	795	783	653	739
Distance (miles) per person per year by stage mode:							
Walk1	248	244	186	261	205	197	220
Bicycle	127	112	100	31	63	63	88
Car / van driver	2,479	2,855	2,814	930	1,827	1,977	2,323
Car / van passenger	329	1,239	1,244	1,234	1,521	1,207	1,200
Motorcycle	7	25	1	0	11	2	12
Other private transport2	16	86	6	34	42	84	49
Bus in London	59	34	34	23	13	19	29
Other local bus	121	65	144	60	35	96	78
Non-local bus	35	5	61	0	0	0	15
London Underground	83	50	43	11	38	22	44
Surface Rail	328	225	297	267	170	294	241
Taxi / minicab	37	17	46	15	33	18	28
Other public transport3	18	4	2	14	11	2	8
All modes	3,888	4,961	4,978	2,877	3,968	3,981	4,334
Unweighted sample size:							
individuals	871	2,006	860	196	1,493	595	6,239
trips ('000s)	11	27	11	3	23	8	86
stages ('000s)	12	28	12	3	25	9	92

Data Source National Travel Survey

20 Year Traffic Count

Manual Count

count point id	year	estimation method detailed	pedal cycles	two wheeled motor vehicles	cars and taxis	buses and coaches	lgvs	hgvs 2 rigid axle	hgvs 3 rigid axle	hgvs 4 or more rigid axle	hgvs 3 or 4 articulated axle	hgvs 5 articulated axle	hgvs 6 articulated axle	all hgvs	all motor vehicles
16249	2020	Manual count	125	111	13743	71	2864	133	42	53	6	5	21	260	17048
16249	2019	previous year's	122	188	19297	99	3294	184	51	33	19	15	12	314	23192
16249	2018	previous year's	112	201	19058	98	3323	186	50	33	18	15	12	315	22994
16249	2017	previous year's	101	203	19270	108	3262	185	50	34	18	14	12	313	23156
16249	2016	Manual count	105	201	19413	115	3098	186	49	33	17	14	11	312	23139
16249	2015	previous year's	62	196	18710	98	3872	218	67	21	12	8	16	341	23218
16249	2014	previous year's	67	193	19060	99	3681	224	64	22	10	8	16	343	23376
16249	2013	previous year's	69	181	19259	93	3233	212	56	19	9	8	14	318	23085
16249	2012	Manual count	70	181	19369	99	3197	213	52	17	12	8	14	317	23163
16249	2011	previous year's	120	216	19482	128	3287	194	45	19	19	9	17	303	23416
16249	2010	previous year's	108	204	19580	128	3189	195	42	17	25	9	16	304	23405
16249	2009	previous year's	108	221	20000	122	3173	196	44	21	23	11	18	313	23829
16249	2008	Manual count	108	234	20325	124	2929	203	42	21	24	13	18	321	23933
16249	2007	Manual count	93	224	21009	148	2969	318	34	47	20	11	19	449	24799
16249	2006	Manual count	77	186	20942	182	2699	276	19	16	11	13	19	354	24363
16249	2005	Manual count	68	205	21198	158	2634	332	26	25	20	10	8	421	24616
16249	2004	Manual count	111	167	21489	169	2477	296	35	29	18	23	11	412	24714
16249	2003	Manual count	67	187	20562	160	2371	314	30	23	28	19	16	430	23710
16249	2002	Manual count	104	206	19755	217	2508	348	40	44	35	28	29	524	23210
16249	2001	Manual count	81	275	24795	350	3394	549	35	29	79	98	62	852	29666
16249	2000	Manual count	107	118	22186	195	2851	485	43	36	56	58	40	718	26068

20 Year Traffic Count By Direction

Manual Count

count point id	year	estimation_method	estimation method detailed	Direction	pedal cycles	two wheeled motor vehicles	cars and taxis	buses and coaches	lgvs	hgvs 2 rigid axle	hgvs 3 rigid axle	hgvs 4 or more rigid axle	hgvs 3 or 4 articulated axle	hgvs 5 articulated axle	hgvs 6 articulated axle	all hgvs	all motor vehicles
16249	2020	Counted	anual cou	N	56	57	6425	34	1260	64	22	26	5	3	11	131	7906
16249	2020	Counted	anual cou	S	69	54	7318	37	1604	69	21	26	1	2	10	129	9142
16249	2019	Estimated	evious yea	N	62	91	9152	58	1510	102	29	18	10	7	7	173	10984
16249	2019	Estimated	evious yea	S	61	98	10145	41	1784	82	22	15	9	9	6	141	12208
16249	2018	Estimated	evious yea	N	56	97	9039	57	1523	104	29	18	10	6	7	173	10890
16249	2018	Estimated	evious yea	S	55	104	10020	40	1799	83	21	15	9	8	6	141	12104
16249	2017	Estimated	evious yea	N	51	98	9139	63	1495	103	29	19	10	6	6	173	10968
16249	2017	Estimated	evious yea	S	50	105	10131	44	1766	82	21	15	9	8	5	140	12187
16249	2016	Counted	anual cou	S	52	104	10206	47	1678	82	21	15	8	8	5	140	12175
16249	2016	Counted	anual cou	N	53	97	9207	68	1421	104	28	18	9	6	6	172	10964
16249	2015	Estimated	evious yea	N	31	96	8891	51	1804	99	31	9	10	5	5	159	11002
16249	2015	Estimated	evious yea	S	31	100	9819	47	2068	119	37	12	2	3	10	182	12216
16249	2014	Estimated	evious yea	N	34	95	9057	52	1716	102	29	9	8	5	5	159	11078
16249	2014	Estimated	evious yea	S	34	98	10003	48	1966	122	35	13	1	3	11	184	12298
16249	2013	Estimated	evious yea	N	35	89	9152	49	1507	96	26	8	8	5	5	148	10944
16249	2013	Estimated	evious yea	S	35	92	10107	45	1727	116	30	11	1	3	9	171	12142
16249	2012	Counted	anual cou	N	35	89	9204	52	1490	97	24	7	10	6	5	148	10983
16249	2012	Counted	anual cou	S	35	92	10165	48	1707	116	28	10	2	3	9	168	12180
16249	2011	Estimated	evious yea	N	81	110	9347	61	1643	134	25	6	12	6	10	193	11354
16249	2011	Estimated	evious yea	S	39	106	10135	67	1644	60	20	13	7	3	7	110	12062
16249	2010	Estimated	evious yea	N	73	104	9394	61	1594	135	23	5	16	6	9	194	11347
16249	2010	Estimated	evious yea	S	35	100	10186	67	1595	60	19	12	9	3	7	110	12058
16249	2009	Estimated	evious yea	N	73	113	9596	58	1586	136	24	6	15	7	10	198	11551
16249	2009	Estimated	evious yea	S	35	108	10404	64	1587	60	20	15	8	4	8	115	12278
16249	2008	Counted	anual cou	N	73	120	9752	59	1464	141	23	6	16	8	10	204	11599
16249	2008	Counted	anual cou	S	35	114	10573	65	1465	62	19	15	8	5	8	117	12334
16249	2007	Counted	anual cou	N	47	101	9980	73	1395	159	16	25	10	7	8	225	11774
16249	2007	Counted	anual cou	S	46	123	11029	75	1574	159	18	22	10	4	11	224	13025
16249	2006	Counted	anual cou	N	43	87	9985	91	1235	129	10	8	8	9	6	170	11568
16249	2006	Counted	anual cou	S	34	99	10957	91	1464	147	9	8	3	4	13	184	12795
16249	2005	Counted	anual cou	N	38	93	10237	77	1250	165	13	13	10	7	1	209	11866
16249	2005	Counted	anual cou	S	30	112	10961	81	1384	167	13	12	10	3	7	212	12750
16249	2004	Counted	anual cou	N	58	78	10335	93	1112	144	19	16	13	12	5	209	11827
16249	2004	Counted	anual cou	S	53	89	11154	76	1365	152	16	13	5	11	6	203	12887
16249	2003	Counted	anual cou	N	38	88	9981	82	1080	162	13	13	13	11	7	219	11450
16249	2003	Counted	anual cou	S	29	99	10581	78	1291	152	17	10	15	8	9	211	12260
16249	2002	Counted	anual cou	N	55	108	9787	116	1229	187	19	21	17	17	14	275	11515
16249	2002	Counted	anual cou	S	49	98	9968	101	1279	161	21	23	18	11	15	249	11695
16249	2001	Counted	anual cou	N	45	128	11633	176	1662	276	18	14	46	58	21	433	14032
16249	2001	Counted	anual cou	S	36	147	13162	174	1732	273	17	15	33	40	41	419	15634
16249	2000	Counted	anual cou	N	56	109	10655	107	1320	274	22	19	32	31	24	402	12593
16249	2000	Counted	anual cou	S	51	9	11531	88	1531	211	21	17	24	27	16	316	13475

The A2270 has more vehicles going South than North by a margin of 18% - 20%.

It is clear from the delay data most delays occur going North and being generated by less flow than the South Flow.

- A – Car Clubs
  - From the 2 graphic taken from the 2 reports linked it is clear that London is the dominant area and I am sure this is the case for other major urban areas of the UK.
  - Q1) How many vehicles are there in Great Britain?
  - At the end of December 2021, there were 39.0 million licensed vehicles in Great Britain, a 1.2 per cent increase compared to the end of December 2020. Data Source
    - London has approx. 2.6m vehicles and has been steady for a number of years.
  - Car clubs represent 0.00015% of all vehicles
  - Conclusion, Car Clubs have their place in major Urban areas with good public transport, but in rural areas I believe they with offer limited value to peripheral areas such edge of services centres with limited public transport.

Car Club Report UK

Car Club Report London

- B – Car Sharing
  - Having researched the area of Car Sharing the commercial side of the car sharing market is very similar to that of Car Clubs and short term car rental.
  - Renting out your own car
    - This mainly done through registered companies which for a fee 40% plus of rental plus monthly service charge example here this works if you do not need your own vehicle on a regular basis.
  - Spare seat or lift offering has a place and can be utilised by using such site as here or on personal basis using social media or word of mouth. Again there will be costs involved (insurance).
  - Car ownership in Wealden based on East Sussex in Figures 2011 96753, there has been 6574 dwelling completions 2012-2021 adding a further 10148, a more accurate figure will be available when the 2021 census figures are released.
  - Conclusion car sharing can work for odd trips but regular commuting may cause issues.

Vehicles In Wealden

Car ownership	All households	Households with no cars	Households with one car	Households with two cars	Households with three	Households with four cars or more
England and Wales	23,366,044	5,989,770	9,861,642	5,777,662	1,283,780	453,190
South East	3,555,463	660,430	1,483,911	1,059,380	253,552	98,190
East Sussex	231,905	50,674	100,340	60,173	14,750	5,968
Eastbourne	45,012	12,911	20,638	9,173	1,750	540
Hastings	41,159	13,693	17,892	7,517	1,565	492
Lewes	42,181	8,488	19,216	10,986	2,585	906
Rother	40,877	7,781	17,986	11,081	2,759	1,270
Wealden	62,676	7,801	24,608	21,416	6,091	2,760
		Number of Vehicles Wealden	24,608	42832	18273	11040
					Total 2011	96,753

Wealden Breakdown by District

Dataset: Commuting flows by method of travel to work in 2011

Note – Currently Hailsham East has 1183 households, based on the above data Hailsham East has 1253 cars. Hailsham East has a lower than the Wealden car per household average but it is safe to assume the new development will be closer to the Wealden average of 1.55 so it will produce an extra 310 cars a 24% increase far in excess of the mitigation proposed.

Department for Transport statistics

Bus Statistics

Table BUS0109a

Passenger journeys on local bus services by local authority[1,2]: England, from 2009/10

Annual bus statistics: year ending March 2021

Million

LA Code	Local Authority	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
E12000007	**London**	**2,238.2**	**2,269.2**	**2,323.9**	**2,314.6**	**2,384.1**	**2,363.6**	**2,292.6**	**2,240.3**	**2,225.3**	**2,197.8**	**2,090.6**	**856.2**
E12000008	**South East**	**331.7**	**338.1**	**344.7**	**345.5**	**355.3**	**355.2**	**353.2**	**355.4**	**349.1**	**347.8**	**333.8**	**109.3**
E06000036	Bracknell Forest	2.1	2.1	1.9	1.7	1.9	2.3	2.1	1.9	1.8	1.8	1.9	0.6
E06000043	Brighton and Hove	40.8	42.3	43.2	45.1	45.7	44.3	45.6	49.6	49.0	49.9	48.6	15.1
E10000002	Buckinghamshire	11.0	11.5	11.3	10.7	9.8	10.4	10.9	11.2	10.4	9.4	8.3	3.3
E10000011	East Sussex	18.9	20.7	20.8	21.3	22.5	21.9	20.5	17.1	16.4	16.3	15.0	6.2
E10000014	Hampshire	30.3	31.1	31.9	31.6	32.2	32.2	30.6	31.6	31.0	31.1	28.9	9.8
E06000046	Isle of Wight	8.4	7.2	7.2	7.5	7.9	8.1	8.1	8.0	7.9	8.0	7.9	3.1
E10000016	Kent	57.8	58.4	58.8	60.3	62.3	57.8	56.0	56.7	55.0	53.6	51.8	14.4
E06000035	Medway	9.3	9.0	9.3	9.0	8.9	8.9	8.8	8.7	8.2	8.2	8.1	5.6
E06000042	Milton Keynes	8.0	9.0	8.8	9.0	9.6	9.7	10.0	9.5	10.1	8.6	8.4	3.5
E10000025	Oxfordshire	35.8	36.3	39.2	40.8	43.2	42.4	42.1	41.3	40.6	41.9	40.8	11.8
E06000044	Portsmouth	10.5	10.8	10.9	10.1	10.3	10.6	11.1	10.9	11.6	11.0	9.9	3.9
E06000038	Reading	16.5	16.1	16.0	16.1	17.7	19.2	20.4	21.4	21.6	22.5	22.2	7.4
E06000039	Slough	4.7	4.9	5.2	4.8	4.8	5.2	4.9	4.7	4.7	5.0	4.6	1.1
E06000045	Southampton	18.6	18.0	18.2	17.8	18.0	20.1	20.0	21.4	20.6	20.6	20.3	7.4
E10000030	Surrey	27.9	29.0	28.8	27.4	27.1	27.7	26.9	27.4	26.9	26.2	25.1	5.5
E06000037	West Berkshire	2.3	2.4	2.2	2.3	3.0	3.2	3.4	3.1	2.9	3.1	2.7	0.8
E10000032	West Sussex	24.6	25.3	26.6	26.1	26.5	27.3	27.4	27.1	26.5	26.5	24.8	8.6
E06000040	Windsor and Maidenhea	2.3	2.1	2.3	1.7	1.7	1.9	1.9	1.4	1.5	1.4	1.4	0.4
E06000041	Wokingham	2.0	2.1	2.1	2.1	2.1	2.2	2.4	2.3	2.4	2.8	2.8	0.8

This represents the final tranche of pandemic-related support to operators and will run for 6 months until October 2022.

Note bus travel was clearly in decline prior to the Covid 19 period as highlighted above.

Comments extracted from The future of public transport and the role of Local Government – report Commissioned Local Government Association

Summary

In summary, our research found a clear ambition by local authorities to 'do more' to improve local public transport, and that they have a clear idea of what needs to be done. However, it was evident that there are some serious challenges facing local authorities which are limiting their ability to deliver their ambitions.

Funding

As well as being one of the key enablers for the delivery of local public transport ambitions, funding was one of the most commonly cited barriers in our interviews with council officers and councillors.

Reductions in funding mean that local authority spending on local transport is down by **~40 per cent over the last decade**. Further pressure has been placed on local transport spending in recent years due to a long-term decline in bus patronage and the corresponding loss of commercial bus services which need to be supported, as well as by patterns of concessionary travel spending, as discussed below. The immediate and longer-term impacts of COVID-19 are having, and will continue to have, a negative impact on demand for public transport, e.g. due of an increase in home working.

Potential Impacts of COVID-19

The COVID-19 pandemic has had a major impact on the need, desire and ability to travel in England. The initial period of national lockdown saw major drops in travel across the board, with public transport most heavily affected. **At some points, bus use outside of London dropped to 11 per cent of pre-COVID-19 levels**.

What needs to change?

The research has highlighted areas for the LGA and its members to take forward. This includes clearly articulating the challenges facing English local government in fulfilling its local transport responsibilities and wider ambitions. This includes highlighting the mismatch between available funds and local authority ambitions.

- Highways Question
- 1. Does this appeal application rely on road enhancements?
- 2. Will those road enhancement be in place to allow the development to be built out within 5 years of permission being grated, so contributing to the 5 year land supply?
- 3. Has funding been secured for all major road upgrades?
- 4. The funding proposed by the appellant.
  - a – Is this down to the Appellant to pay or some other body?
- 5. Has the recent A2270 and A27 improvements been successful (DFT figures show otherwise)?

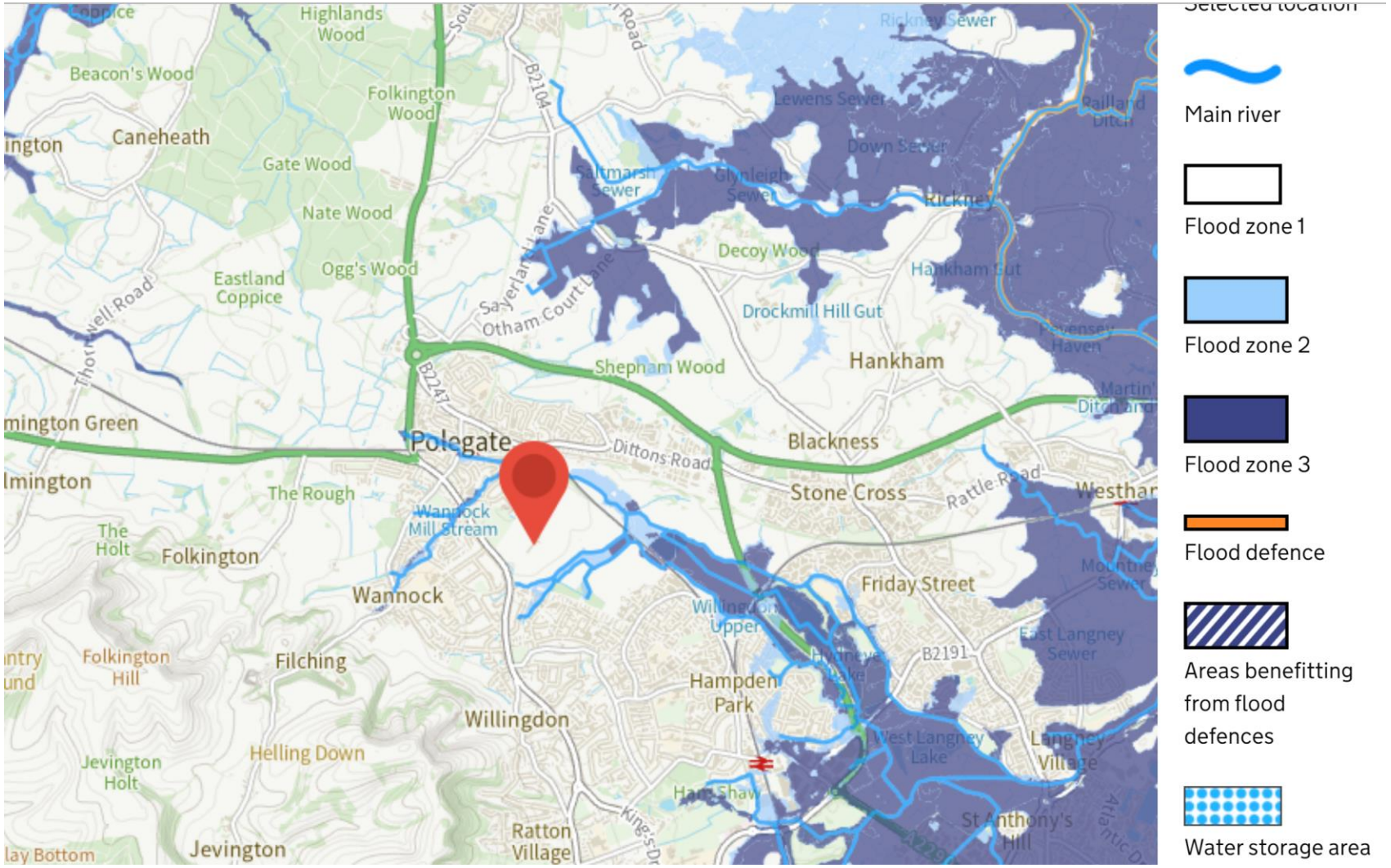
[A video of flooding near Mornings Mill Farm16/08/2022]

Flood Risk

[Southern Water DWMP Draft (Expenditure)]

[Southern Water Reservoirs]

[Management Plan (DWMP)]
[Our Regional (Level 1) DWMP]
[DRAFT FOR CONSULTATION]
[Version: 1.7]
[Date: 20 May 2022]
[DRAFT FOR CONSULTATION]



[Data Source]

Treatment Works information taken from historic Local Plan information

Core Strategy Allocations for the Strategic Development Areas and the villages listed in Policy WCS6

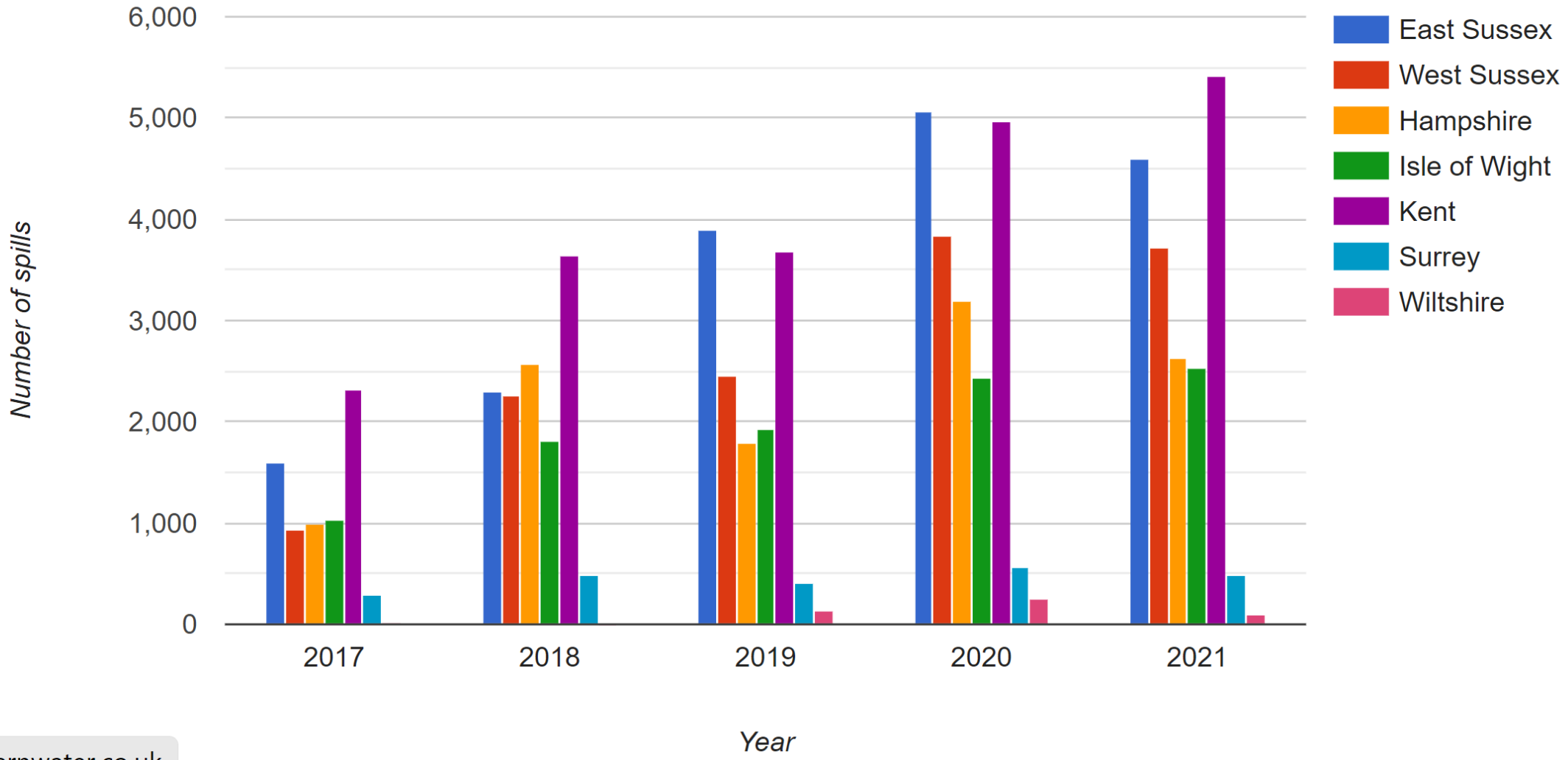
Waste water treatment works and associated catchment areas	Extant planning permissions and completions from April 2006 April 2010 (net dwellings)	Core Strategy Allocations within WWTW catchment	Existing treatment works capacity headroom (dwellings)	Consented discharge capacity (dwellings)	Remaining treatment works capacity (dwellings)	Remaining consented discharge capacity
Alfriston	2	-	0	0	0	0
Berwick (serves Berwick Station and Selmeston)	2	20 (Berwick Station) 10 (Selmeston)	60	200	28	168
Blackboys (serves Blackboys and Framfield)	31	-	40	166	9	135
Blackham	10[1]	-	10	80	0	70
Buxted	35[2]	-	50	360	15	325
Crouch Farm, Mayfield	112[3]	-	40	97	-72	-15
Danehill	17	-	0	50	-17	33
East Dean	26	10 (East Dean)	5	180	-31	144
East Hoathly	81[4]	-	264	264	183	183
Eastbourne	0[5]	-	0	0[6]	0	0
Fletching	9	-	0	n/a[7]	-9	n/a
Forest Row	90	-	560	1,240	470	1,150
Frant	53	20 (Frant Village) 120 (SDA11)	100	100	-93	-93
Halland[8]	81[9]	-	0	34	-81	-47
Hartfield	30	-	36	156	6	126
High Hurst Wood	35[10]	-	5	n/a	-30	n/a
Maresfield	112[11]	50 (Maresfield)	240	310	78	148
Meres Farm, Mayfield	112[12]	-	658	658	546	546
Nutley	112[13]	-	54	54	-58	-58
Redgate Mill, Crowborough	587[14]	300 (SDA8; SDA9 and SDA10)	Estimated 600[15]	2,910	-287	2,023
Ripe[16]	1	10 (Ripe)	0	10	-11	-1
St Johns, Crowborough	587[17]	-	0	0	-587	-587
Tunbridge Wells South[18]	0		20	20	20	20
Uckfield (serves Uckfield, Isfield and Five Ash Down and Little Horsted)	889	1,000 (SDA1)	2,230	3,270	341	1,381
Vines Cross (serves Heathfield, Horam and Vines Cross)	315	100 (Horam) 25 (Cross in Hand)	1,500	1,630	1,060	1,190
Washwell Lane, Wadhurst	62[19]		93	93	31	31
Whitegates Lane, Wadhurst	62[20]	70 (Wadhurst)	1,050	1,050	918	918
Wilmington	0	-	5	n/a[21]	5	n/a

Southern Water were contacted for latest information, a phone call was received from them to discuss but following that not information revived. Between 2011 and 2021 Wealden has seen 6574 dwellings completed, with 7500 – 8000 permissions remaining unbuilt.

Source East Sussex in Figures

Regional BRAVA risk maps (14 Risk Maps)

Individual Spill Data 2021



Southern Water Management Plan (DWMP) Our Regional (Level 1) DWM

Southern Water DWMP Draft (Expenditure)	Risk Band 2020	Rick Band 2050	Indicative Cost (M)	Time Scale	Option Cost/Incident (M)	Properties at Risk	Population Equivalent	Average Spillings 2017-2019
PM 1	1		2.105	Short	7.86			
PM 2	1 and 2		22.5	Short to Medium	10.441			
PM 3	1 and 2		3.105		0.325			
PM 4	1		3.105					
PM 5	1	2	17.2	Short				379
Pm 6	0 to 1	0 to 1	1.01	< Note 1 TBC			146491	
PM 7	2	2	60.395	Short - Long		768		
PM 8	0	1 to 2	4.51	Short - Long			158514	
PM 9	1		0.15				153323	
PM 10	1 and 2	Note 1 TBC >	1.225	Short			311452	
PM 11	Zero							
PM 12	1		6.495					
PM 13	2		4				258258	
PM 14	Zero							
Total			125.8		18.626			

1. BRAVA Results – Internal Sewer Flooding Risk

2. BRAVA Results – Pollution Risk

3. BRAVA Results – Sewer Collapse Risk

4. BRAVA Results – Sewer Flooding 1 in 50 year storm

5. BRAVA Results – Storm Overflow Performance

6. BRAVA Results – Risk of WTW Compliance (Quality)

7. BRAVA Results – Annualised Flood Risk (Hydraulic Overload)

8. BRAVA Results – Wastewater Treatment Works (WTW) Dry Weather Flow (DWF) Compliance

9. BRAVA Results – Achieve Good Ecological Status / Potential

10. BRAVA Results – Improve Surface Water Management

11. BRAVA Results – Secure Nutrient Neutrality

12. BRAVA Results – Reduce Groundwater Pollution

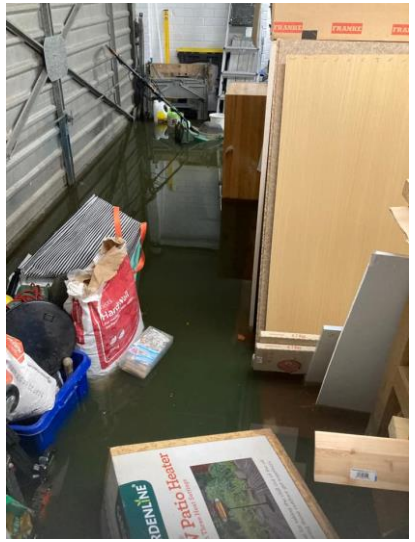
13. BRAVA Results – Improve Bathing Water Quality

14. BRAVA Results – Protect Shellfish Water Quality

Regional BRAVA risk maps

We have produced maps of our region showing the results of the BRAVA for each of the DWMP planning objectives. The maps show the area covered by each of our wastewater systems (known as the wastewater catchment), shaded with the risk band colour.

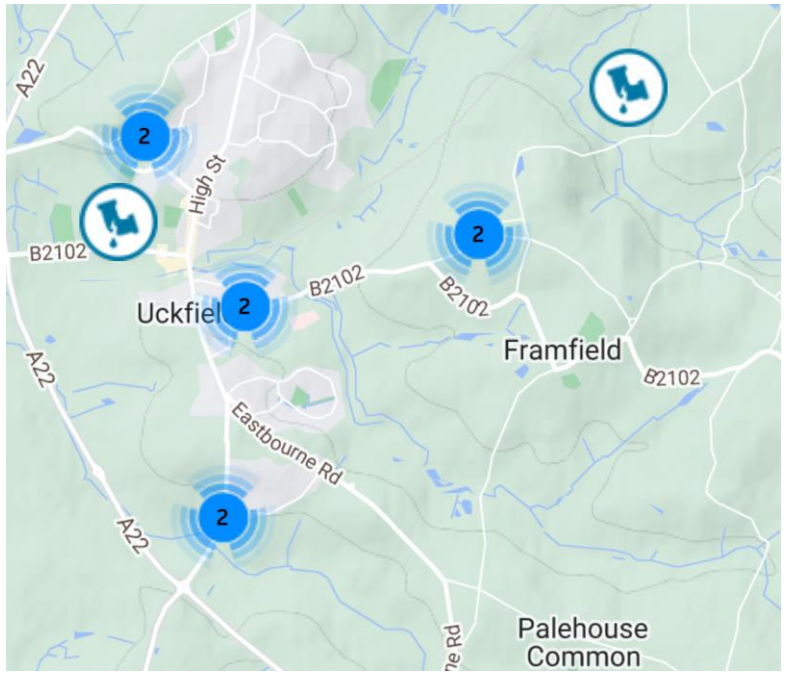
These maps helps us identify where further work is required in the next stages of the DWMPs to understand the drivers and causes of these risk and develop options for reducing these risks.

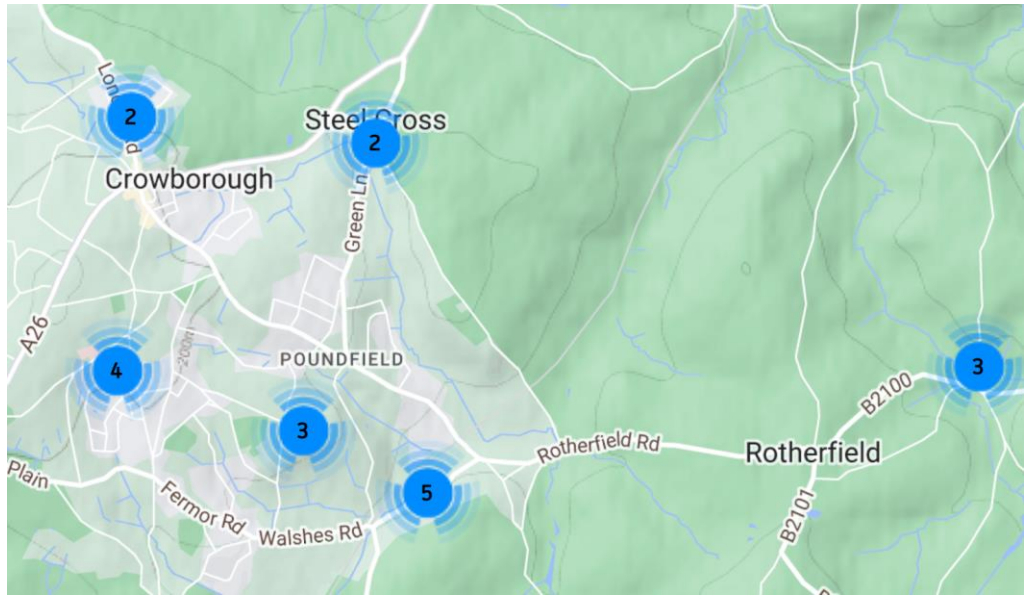


Recent flooding (15/08/2022) in Heathfield Local MP investigating.

- Question Southern Water – Sewerage/Storm Water
- Can the current sewage system fully cope with current volumes?
  - 1. Do the current licences allowing lawful discharge give Southern Water enough capacity?
  - 2. Is Southern Water under capacity effecting the 5-year land supply?
  - 3. If the current buildout rate was to match government targets would Southern Water have to exceed the current licences discharge?
  - 4. Are Southern water willing to disclose current capacity and headroom for all of its treatment work in the Wealden area and the rest of its business?
  - 5. If Question 4 was answered truthfully what would be the effect the number of dwellings it could service without going over its licences?
  - 6. Is there a reason why Southern Water is reluctant to provide WDC Planning Committees and Officers the information they are calling for under the all-party motion?
  - 7. Can Southern Water explain how they propose to reduce increasingly large storm water volumes reaching fowl water sewers, are pipe capacity increases planned across **Wealden LPA Area** to mitigate against the wetter conditions predicted, (a result of global warming) Or is the sewage network flooding only likely to increase?

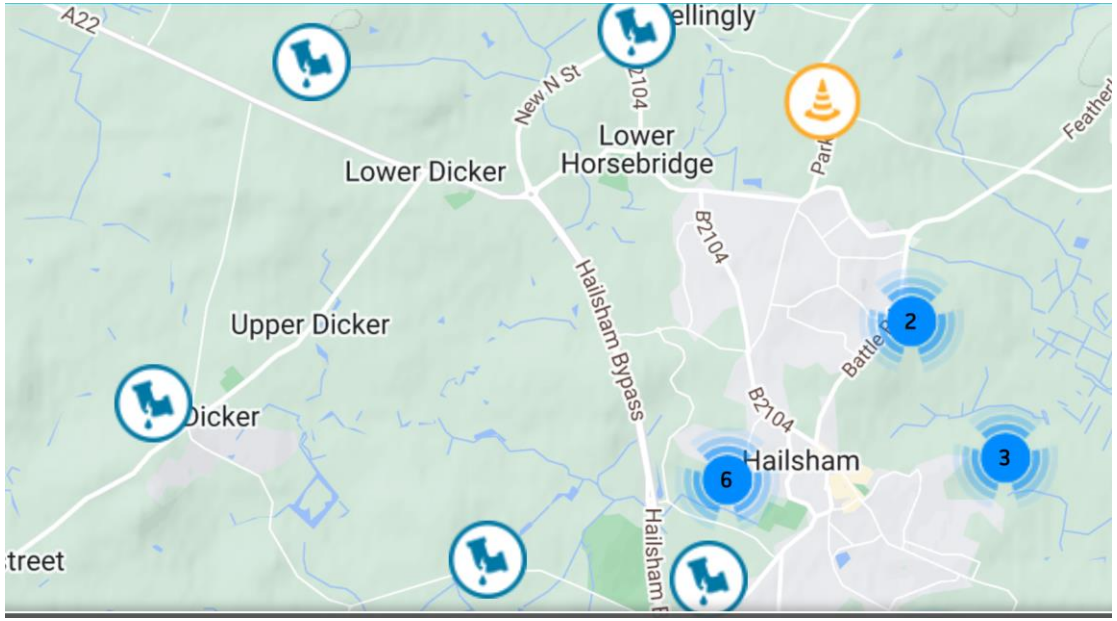
Water Leaks and Development

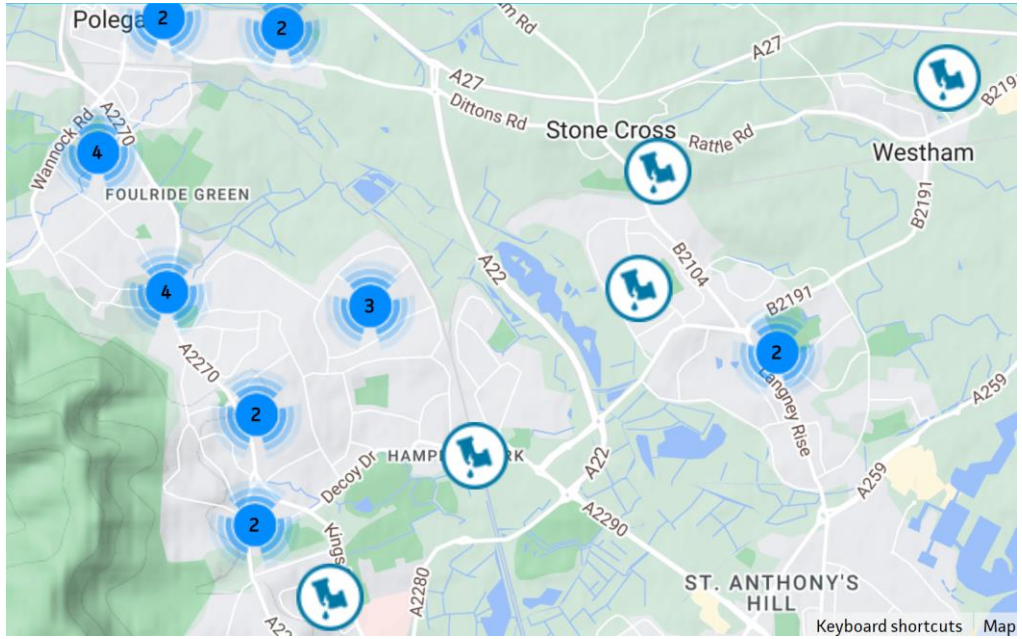




[Leaks Map 31/08/2022]

Polegate Area -26
Uckfield area – 9
Crowborough Area – 19
Hailsham – 16
Total is 70
Only one start date planned





Going Green and Self Sufficient

- Food Production
  - During the past 20 years the UK has gone from producing 80% of its own food to 54%. Source here
  - The UK is losing land capable of food production through, Carbon Capture, Rewilding, Solar Farms and House Building, but building houses on farmland is the only irreversible destruction of land that can be used to produce food.
  - Can you in your decision recommend that all applications, that are on greenfield/farmland be referred to DEFRA for consideration on food security impact? (and recommend they become a statutory consultee on planning applications), not just on individual sites but also on the cumulative effect.
- Green Energy
  - On Dwelling Solar Electricity and Water Heating, Heat Pumps and in Dwelling Battery Storage, vehicle charging points, with various forms of fossil fuels being phased out why have reforms not been put in place to compulsory have all new builds conditioned to provide these, and can you if you approve the appeal insist this happens?
  - Rainwater Harvesting, can you recommend that that this be mandatory on new build going forward.
  - Both the UK Government and WDC have declared a Climate Emergency and have committed to Carbon Net Zero by 2050 surely the building on Greed Field goes against this policy and destroys an area that captures CARBON? DEFRA has recently (11/08/2022) released a document on Climate Change which can be accessed here